J. M. O'NEALL.

WAGON-BRAKE.

No. 192,275. Patented June 19, 1877.

Fig. 1.

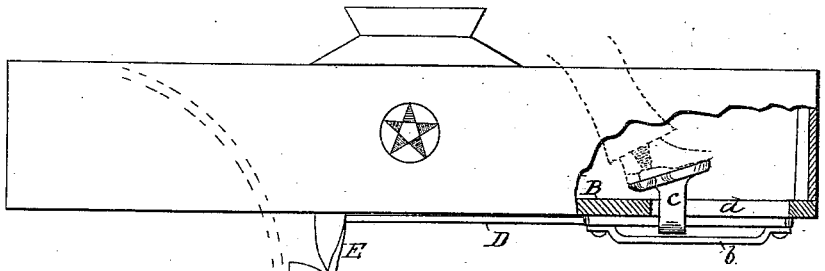
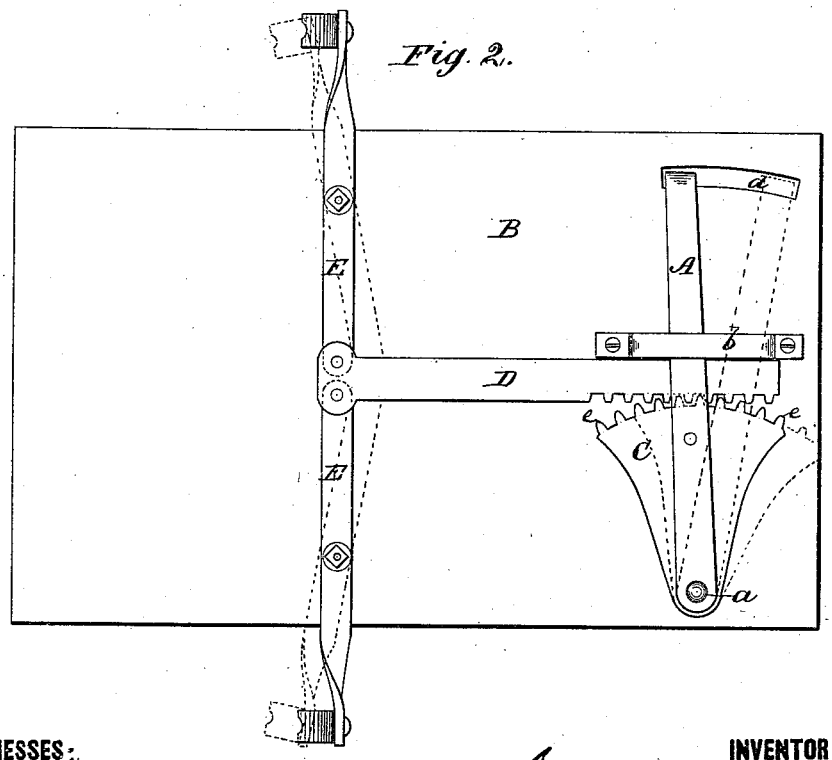


Fig. 2.



WITNESSES:

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JAMES M. O'NEALL, OF FORT WORTH, TEXAS.

IMPROVEMENT IN WAGON-BRAKES.

Specification forming part of Letters Patent No. **192,275**, dated June 19, 1877; application filed May 14, 1877.

To all whom it may concern:

Be it known that I, JAMES M. O'NEALL, of Fort Worth, in the county of Tarrant and State of Texas, have invented a new and Improved Buggy-Brake; and I do hereby declare that the following is a full, clear, and exact description of the same.

My improved brake is designed to be attached to the under side of a buggy or wagon body in such manner that it may be operated by the foot of the driver applied to the bent arm of a lever, projecting up through a slot in the bed or floor. The said lever has a sector-shaped toothed portion, which meshes with a toothed sliding rack-bar, that is immediately connected with and operates the brake-levers proper, as hereinafter described.

In the accompanying drawing, forming part of this specification, Figure 1 is a side elevation of a buggy-body (part being broken out) having my improvement attached. Fig. 2 is a bottom-plan view of the same.

The foot-lever A is arranged transversely of the buggy, pivoted at *a*, and works in a slotted guide, *b*. Its free end *c* is bent upward, and projects through the slot *d* in the bottom B of the buggy or wagon, in such manner that the foot of the driver may be conveniently applied to it. The lever A is attached to, or else formed in one piece with, the sector-shaped piece C, which is also pivoted at the same point *a*, and provided with teeth *e* on its curved outer side. The sector C meshes with the rack-bar D, which is placed lengthwise of the floor B, and has a flexible connection with the inner ends of the pivoted brake-levers E. The bar D slides in frictional contact with the guide *b*, and is thus held engaged with the sector C.

All the parts above named, composing the brake mechanism, lie in the same horizontal plane, and parallel to the bottom B of the buggy or wagon, excepting only the curved end *c* of lever A.

To operate the brake, the driver applies his foot to the part *c*, and pushes it forward in the slot *d*. The toothed sector C necessarily partakes of the movement of lever A, and thus the rack-bar is caused to slide forward and draw the inner ends of the brake-levers E in the same direction, so that the brake-shoes are applied to the wheels with a force and effect corresponding to the pressure exerted by the driver on the lever A.

This arrangement of brake mechanism obviates several objections to the use of lever-brakes on buggies, since the parts are out of the way, and not noticeable or prominently visible from the sides of the vehicle.

What I claim is—

The foot-lever A, having an upwardly-curved end, *c*, the toothed sector C, the guide *b*, the sliding rack-bar D, and the pivoted brake-levers E, attached to the under side of a buggy or wagon body, having the slot *d*, all combined, substantially as shown and described, to operate as specified.

JAMES MADISON O'NEALL.

Witnesses:

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